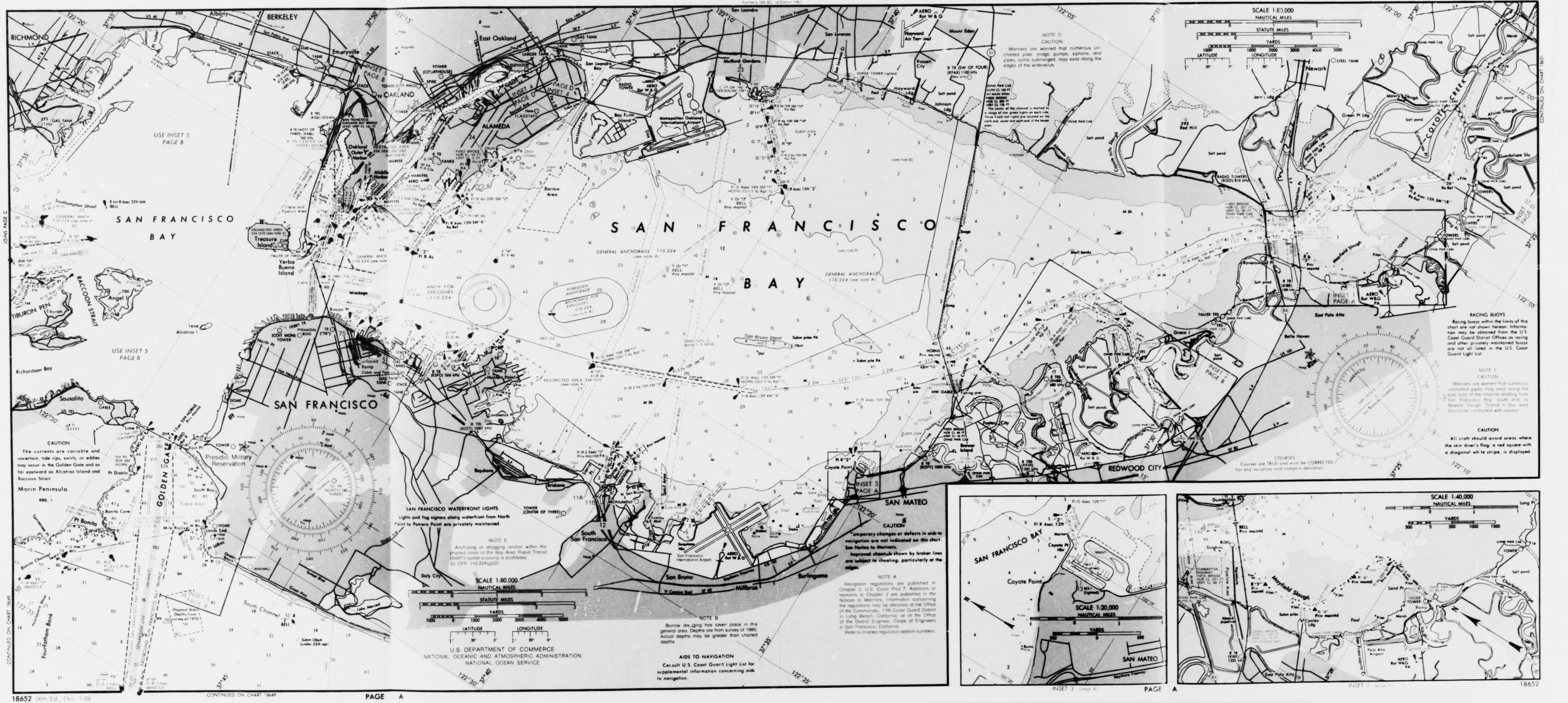
Formerly 165-SC, 1st Edition 1961


SAN FRANCISCO BAY
RICHMOND
Albany
BERKELEY
Emeryville
OAKLAND
East Oakland
San Leandro
San Lorenzo
Hayward
ALAMEDA
Bay Farm Island
Metropolitan Oakland International Airport
Treasure Island
Yerba Buena Island
Angel I
Alcatraz I
TIBURON PEN
RACCOON STRAIT
Richardson Bay
Sausalito
SAN FRANCISCO
GOLDEN GATE
Presidio Military Reservation
Pt Bonita
Pt Diablo
Lime Pt
Bonita Cove
Mile Rocks
Pt Lobos
Lands End
Daly City
Lake Merced
Hunters Point
Candlestick Pt
Bayshore
Brisbane
South San Francisco
San Bruno
Millbrae
Burlingame
San Francisco International Airport
Coyote Point
SAN MATEO
Foster City
REDWOOD CITY
Newark
Dumbarton Pt
Ravenswood Pt
East Palo Alto
Belle Haven
COYOTE CREEK
Alviso Slough
Mayfield Slough
San Bruno Shoal
GENERAL ANCHORAGE 110.224
ANCH FOR EXPLOSIVES 110.224
RESTRICTED AREA 334.1010
USE INSET 5 PAGE B
INSET 3 PAGE A
INSET 1 PAGE A
INSET 2 PAGE B
SCALE 1:80,000
NAUTICAL MILES
STATUTE MILES
YARDS
LATITUDE
LONGITUDE
SCALE 1:20,000
SCALE 1:40,000
Marin Peninsula
Fourfathom Bank
South Channel
Bonita Channel
122°30'
122°25'
122°20'
122°15'
122°10'
122°05'
122°00'
37°50'
37°45'
37°40'
37°35'
37°30'
37°25'

NOTE G
CAUTION

Mariners are warned that numerous uncharted piles, snags, pumps, siphons, and pipes, some submerged, may exist along the edges of the waterways.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other privately maintained buoys are not all listed in the U.S. Coast Guard Light List.

NOTE F
CAUTION

Mariners are warned that numerous uncharted pipes may exist along the east side of the channel leading from San Francisco Bay, south end, to Newark Slough. Transit in this area should be conducted with caution.

CAUTION

All craft should avoid areas where the skin diver's flag, a red square with a diagonal white stripe, is displayed.

COURSES

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

CAUTION

The currents are variable and uncertain, tide rips, swirls, or eddies may occur in the Golden Gate and as far eastward as Alcatraz Island and Raccoon Strait.

SAN FRANCISCO WATERFRONT LIGHTS

Lights and fog signals along waterfront from North Point to Potrero Point are privately maintained.

NOTE E

Anchoring or dragging anchor within the charted limits of the Bay Area Rapid Transit (BART) tunnel crossing is prohibited.
33 CFR 110.224(g)(2)

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

NOTE B

Borrow dredging has taken place in this general area. Depths are from survey of 1980. Actual depths may be greater than charted depths.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Long Beach, California, or at the Office of the District Engineer, Corps of Engineers in San Francisco, California.

Refer to charted regulation section numbers.

CONTINUED ON CHART 18649

18652

NAUTICAL CHART 18652

SAN FRANCISCO BAY TO ANTIOCH

CALIFORNIA

MERCATOR PROJECTION AT SCALE 1:40,000 & 1:80,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

Heights in feet above Mean High Water

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.262" southward and 3.882" westward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Charting and Geodetic Services with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Department of Navy.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

ABBREVIATIONS

For complete list of Symbols and Abbreviations see Chart No. 1

COLREGS International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus ------

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

COURSES

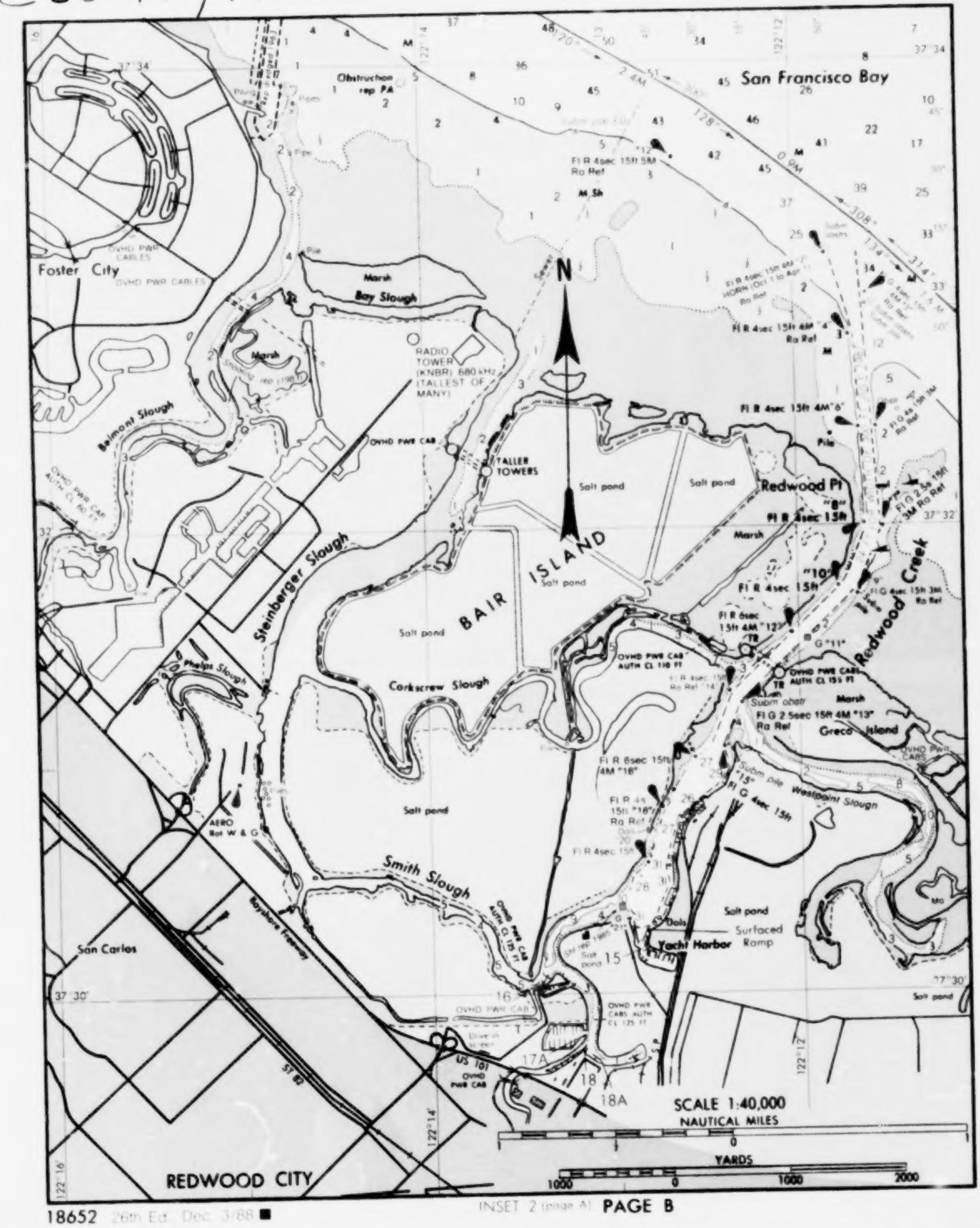
Distances are given in International Nautical Miles. Courses are TRUE and must be CORRECTED for any variation and compass deviation.

RADAR REFLECTORS

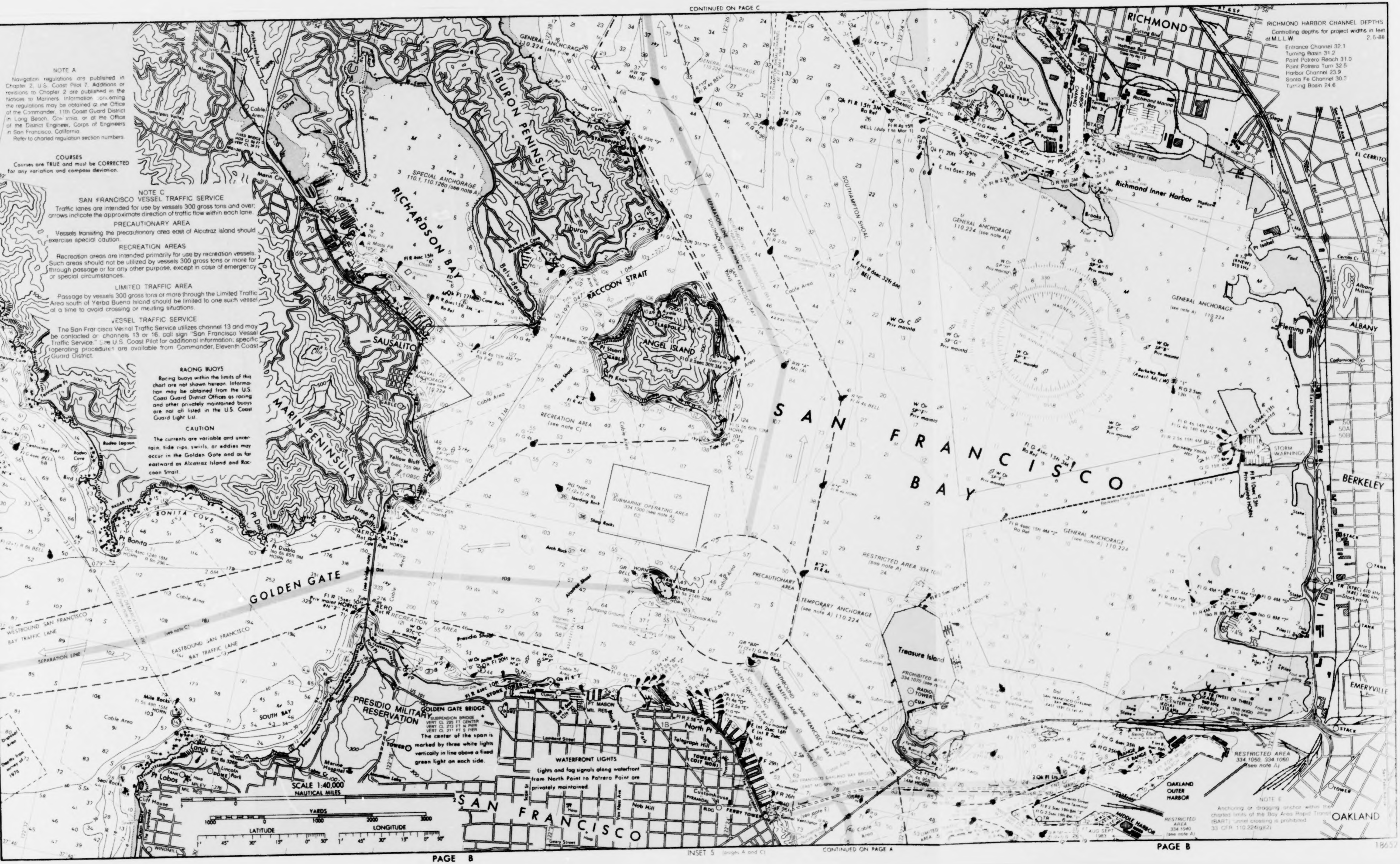
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

C55.418/7:


San Francisco Bay
Foster City
OVHD PWR CABLES
Bay Slough
Marsh
Belmont Slough
RADIO TOWER (KNBR) 680 kHz (TALLEST OF MANY)
TALLER TOWERS
OVHD PWR CAB
Obstruction rep PA
Fl R 4sec 15ft 5M Ra Ref "12"
Fl R 4sec 15ft 4M "4" Ra Ref
Fl R 4sec 15ft 4M "6"
Redwood Pt
"8" Fl R 4sec 15ft
"10" Fl R 4sec 15ft
Fl R 6sec 15ft 4M "12"
Fl G 4sec 15ft 3M Ra Ref
Fl G 2.5sec 15ft 4M "13" Ra Ref
Redwood Creek
Greco Island
Westpoint Slough
Fl G 4sec 15ft "15"
Fl R 6sec 15ft 4M "16"
Fl R 4s 15ft "18" Ra Ref
Salt pond
BAIR ISLAND
Steinberger Slough
Corkscrew Slough
Phelps Slough
Smith Slough
OVHD PWR CAB AUTH CL 110 FT
OVHD PWR CABS AUTH CL 135 FT
AERO Rot W & G
Bayshore Freeway
San Carlos
Yacht Harbor
Surfaced Ramp
US 101
REDWOOD CITY
N
37°34'
37°32'
37°30'
122°12'
122°14'
122°16'
SCALE 1:40,000
NAUTICAL MILES
YARDS
1000
0
1000
2000

CONTINUED ON PAGE C


RICHMOND
Richmond Inner Harbor
EL CERRITO
ALBANY
BERKELEY
EMERYVILLE
OAKLAND
OAKLAND OUTER HARBOR
MIDDLE HARBOR
TIBURON PENINSULA
Tiburon
RICHARDSON BAY
Belvedere
RACCOON STRAIT
ANGEL ISLAND
SAUSALITO
MARIN PENINSULA
Marin City
Tamalpais Valley
BONITA COVE
Pt Bonita
Pt Diablo
Lime Pt
Yellow Bluff
GOLDEN GATE
SAN FRANCISCO BAY
SOUTHAMPTON SHOAL
Alcatraz I
Treasure Island
PRESIDIO MILITARY RESERVATION
SAN FRANCISCO
North Pt
Telegraph Hill
Nob Hill
Lands End
Pt Lobos
Mile Rocks
SOUTH BAY
GENERAL ANCHORAGE 110.224 (see note A)
SPECIAL ANCHORAGE 110.1, 110.126a (see note A)
RECREATION AREA (see note C)
SUBMARINE OPERATING AREA 334.1000 (see note A)
PRECAUTIONARY AREA
TEMPORARY ANCHORAGE (see note A) 110.224
RESTRICTED AREA 334.1000 (see note A)
PROHIBITED AREA 334.1070 (see note A)
RESTRICTED AREA 334.1040 (see note A)
WESTBOUND SAN FRANCISCO BAY TRAFFIC LANE
EASTBOUND SAN FRANCISCO BAY TRAFFIC LANE
SEPARATION LINE
SCALE 1:40,000
NAUTICAL MILES
YARDS
LATITUDE
LONGITUDE

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Long Beach, California, or at the Office of the District Engineer, Corps of Engineers in San Francisco, California.

Refer to charted regulation section numbers.

COURSES

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

NOTE C
SAN FRANCISCO VESSEL TRAFFIC SERVICE

Traffic lanes are intended for use by vessels 300 gross tons and over; arrows indicate the approximate direction of traffic flow within each lane.

PRECAUTIONARY AREA

Vessels transiting the precautionary area east of Alcatraz Island should exercise special caution.

RECREATION AREAS

Recreation areas are intended primarily for use by recreation vessels. Such areas should not be utilized by vessels 300 gross tons or more for through passage or for any other purpose, except in case of emergency or special circumstances.

LIMITED TRAFFIC AREA

Passage by vessels 300 gross tons or more through the Limited Traffic Area south of Yerba Buena Island should be limited to one such vessel at a time to avoid crossing or meeting situations.

VESSEL TRAFFIC SERVICE

The San Francisco Vessel Traffic Service utilizes channel 13 and may be contacted on channels 13 or 16, call sign "San Francisco Vessel Traffic Service." See U.S. Coast Pilot for additional information; specific operating procedures are available from Commander, Eleventh Coast Guard District.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other privately maintained buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

The currents are variable and uncertain, tide rips, swirls, or eddies may occur in the Golden Gate and as far eastward as Alcatraz Island and Raccoon Strait.

RICHMOND HARBOR CHANNEL DEPTHS

Controlling depths for project widths in feet at M.L.L.W. 2.5-88

Entrance Channel	32.1
Turning Basin	31.2
Point Potrero Reach	31.0
Point Potrero Turn	32.5
Harbor Channel	23.9
Santa Fe Channel	30.3
Turning Basin	24.6

GOLDEN GATE BRIDGE

SUSPENSION BRIDGE
VERT CL 225 FT CENTER
VERT CL 213 FT N PIER
VERT CL 211 FT S PIER

The center of the span is marked by three white lights vertically in line above a fixed green light on each side.

WATERFRONT LIGHTS

Lights and fog signals along waterfront from North Point to Potrero Point are privately maintained.

RESTRICTED AREA
334.1050, 334.1060
(see note A)

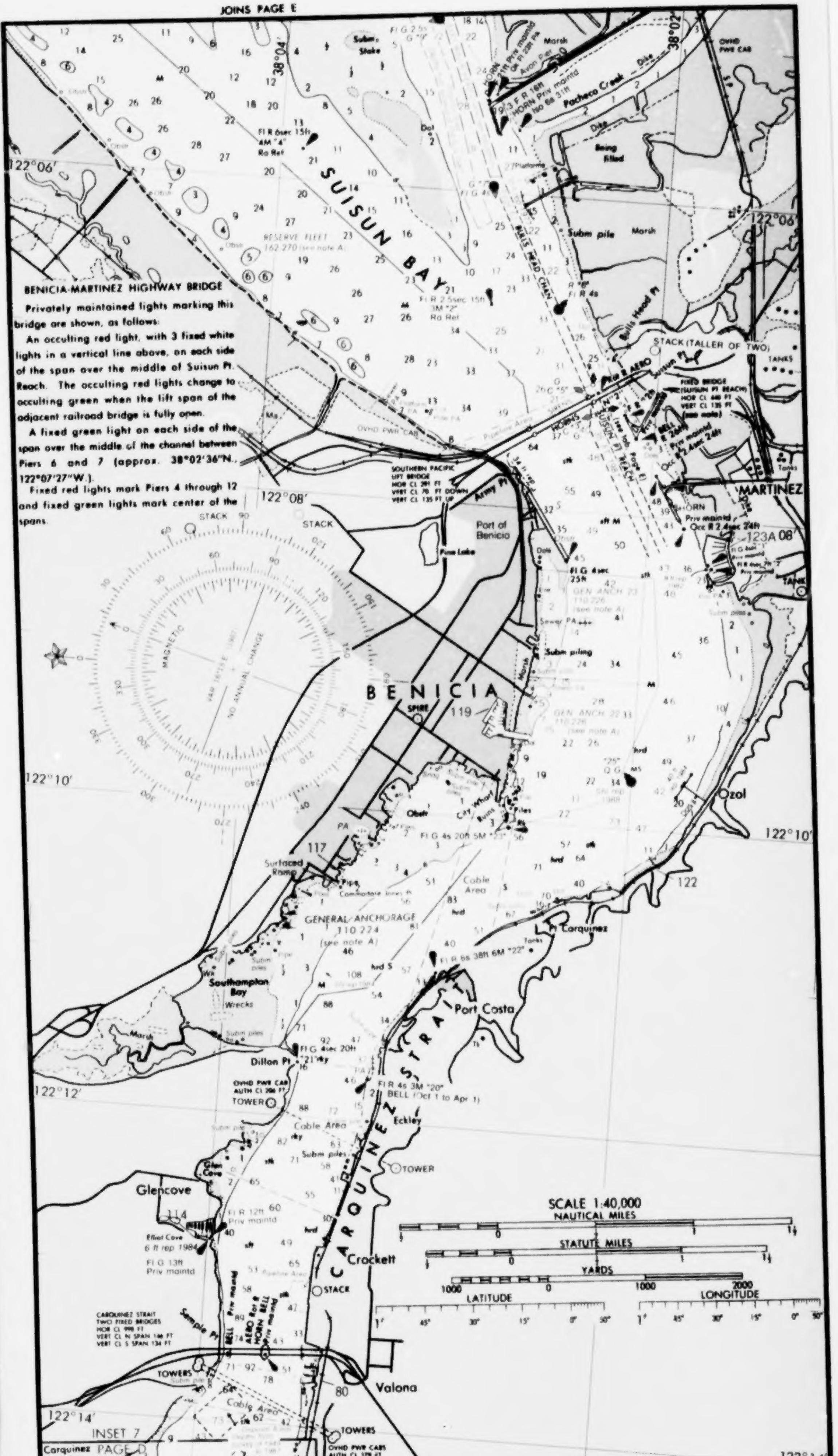
NOTE E

Anchoring or dragging anchor within the charted limits of the Bay Area Rapid Transit (BART) tunnel crossing is prohibited.
33 CFR 110.224(g)(2)

INSET 5 (pages A and C)

CONTINUED ON PAGE A

JOINS PAGE E


SUISUN BAY
RESERVE FLEET 162.270 (see note A)
Pacheco Creek
Avon Pier
Being filled
Marsh
BULLS HEAD CHAN
Bulls Head Pt
Suisun Pt
STACK (TALLER OF TWO)
TANKS
FIXED BRIDGE (SUISUN PT REACH) HOR CL 440 FT VERT CL 135 FT (see note)
SOUTHERN PACIFIC LIFT BRIDGE HOR CL 291 FT VERT CL 70 FT DOWN VERT CL 135 FT UP
OVHD PWR CAB
Pipeline Area
SUISUN PT REACH
MARTINEZ
Army Pt
Port of Benicia
Pine Lake
STACK
GEN ANCH 23 110.226 (see note A)
GEN ANCH 22 110.226 (see note A)
Subm piling
BENICIA
SPIRE
MAGNETIC
VAR 16°00'E (1987)
NO ANNUAL CHANGE
Ozol
City Wharf
Ruins
Commodore Jones Pt
Surfaced Ramp
GENERAL ANCHORAGE 110.224 (see note A)
Cable Area
Pt Carquinez
Southampton Bay
Wrecks
Port Costa
Dillon Pt
OVHD PWR CAB AUTH CL 206 FT
TOWER
CARQUINEZ STRAIT
Eckley
Glencove
Glen Cove
Elliot Cove 6 ft rep 1984
Crockett
STACK
CARQUINEZ STRAIT TWO FIXED BRIDGES HOR CL 998 FT VERT CL N SPAN 146 FT VERT CL S SPAN 134 FT
Semple Pt
TOWERS
Valona
OVHD PWR CABS AUTH CL 379 FT
INSET 7 PAGE D
Carquinez Heights
Selby
122°06′
122°08′
122°10′
122°12′
122°14′
38°04′
38°02′
SCALE 1:40,000
NAUTICAL MILES
STATUTE MILES
YARDS
LATITUDE
LONGITUDE

BENICIA-MARTINEZ HIGHWAY BRIDGE

Privately maintained lights marking this bridge are shown, as follows:

An occulting red light, with 3 fixed white lights in a vertical line above, on each side of the span over the middle of Suisun Pt. Reach. The occulting red lights change to occulting green when the lift span of the adjacent railroad bridge is fully open.

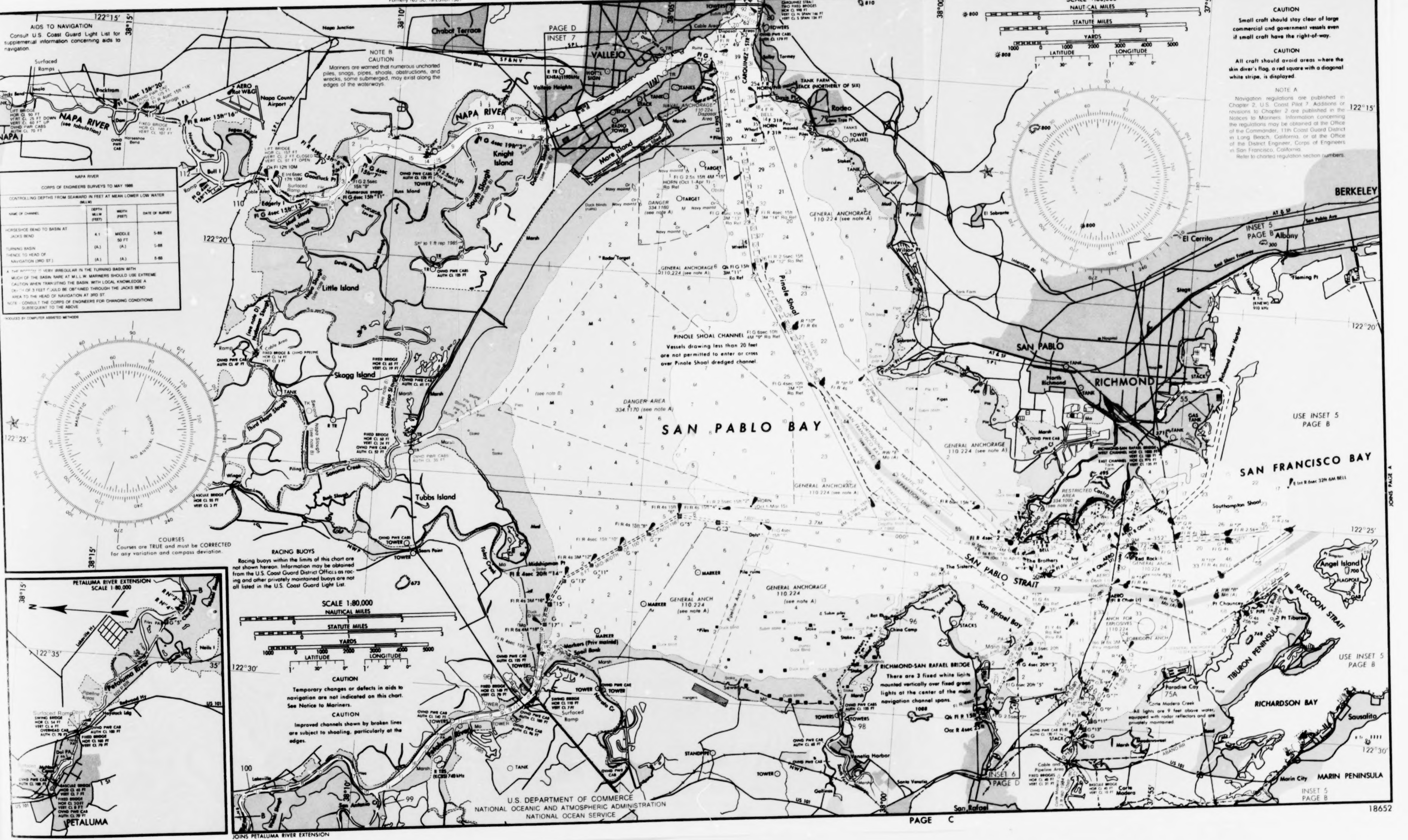
A fixed green light on each side of the span over the middle of the channel between Piers 6 and 7 (approx. 38°02′36″N., 122°07′27″W.).

Fixed red lights mark Piers 4 through 12 and fixed green lights mark center of the spans.

CONTINUED ON RIGHT PANEL AT TOP OF PAGE

Formerly 165-SC, 1st Edition 1961

CONTINUED ON LEFT PANEL AT BOTTOM OF PAGE


SAN PABLO BAY
SAN PABLO STRAIT
SAN FRANCISCO BAY
RICHARDSON BAY
RACCOON STRAIT
NAPA RIVER (see tabulation)
NAPA
VALLEJO
Mare Island
Knight Island
Little Island
Skagg Island
Tubbs Island
Rodeo
Pinole
SAN PABLO
RICHMOND
El Cerrito
Albany
BERKELEY
Angel Island
TIBURON PENINSULA
MARIN PENINSULA
Sausalito
San Rafael
Corte Madera
China Camp
The Brothers
The Sisters
Pinole Shoal
PINOLE SHOAL CHANNEL
Vessels drawing less than 20 feet are not permitted to enter or cross over Pinole Shoal dredged channel.
DANGER AREA 334.1170 (see note A)
DANGER 334.1160 (see note A)
GENERAL ANCHORAGE 110.224 (see note A)
RESTRICTED AREA 334.1090 (see note A)
ANCH FOR EXPLOSIVES
SEPARATION LINE
PETALUMA RIVER EXTENSION
SCALE 1:80,000
Petaluma River
PETALUMA
INSET 7 PAGE D
INSET 6 PAGE D
INSET 5 PAGE B
USE INSET 5 PAGE B
USE INSET 5 PAGE B
JOINS PAGE A
RICHMOND-SAN RAFAEL BRIDGE
There are 3 fixed white lights mounted vertically over fixed green lights at the center of the main navigation channel spans.
Paradise Cay
All lights are 9 feet above water, equipped with radar reflectors and are privately maintained.
NO ANNUAL CHANGE
MAGNETIC
122°15′
122°20′
122°25′
122°30′
122°35′
38°15′
38°10′
38°05′
38°00′
37°55′

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE B
CAUTION

Mariners are warned that numerous uncharted piles, snags, pipes, shoals, obstructions, and wrecks, some submerged, may exist along the edges of the waterways.

NAPA RIVER

CORPS OF ENGINEERS SURVEYS TO MAY 1988

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
HORSESHOE BEND TO BASIN AT JACKS BEND	4.1	MIDDLE 50 FT	5-88
TURNING BASIN	(A.)	(A.)	5-88
THENCE TO HEAD OF NAVIGATION (3RD ST.)	(A.)	(A.)	5-88

A. THE BOTTOM IS VERY IRREGULAR IN THE TURNING BASIN WITH MUCH OF THE BASIN BARE AT M.L.L.W. MARINERS SHOULD USE EXTREME CAUTION WHEN TRANSITING THE BASIN. WITH LOCAL KNOWLEDGE A DEPTH OF 3 FEET COULD BE OBTAINED THROUGH THE JACKS BEND AREA TO THE HEAD OF NAVIGATION AT 3RD ST.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

PRODUCED BY COMPUTER ASSISTED METHODS

COURSES

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other privately maintained buoys are not all listed in the U.S. Coast Guard Light List.

SCALE 1:80,000

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION

All craft should avoid areas where the skin diver's flag, a red square with a diagonal white stripe, is displayed.

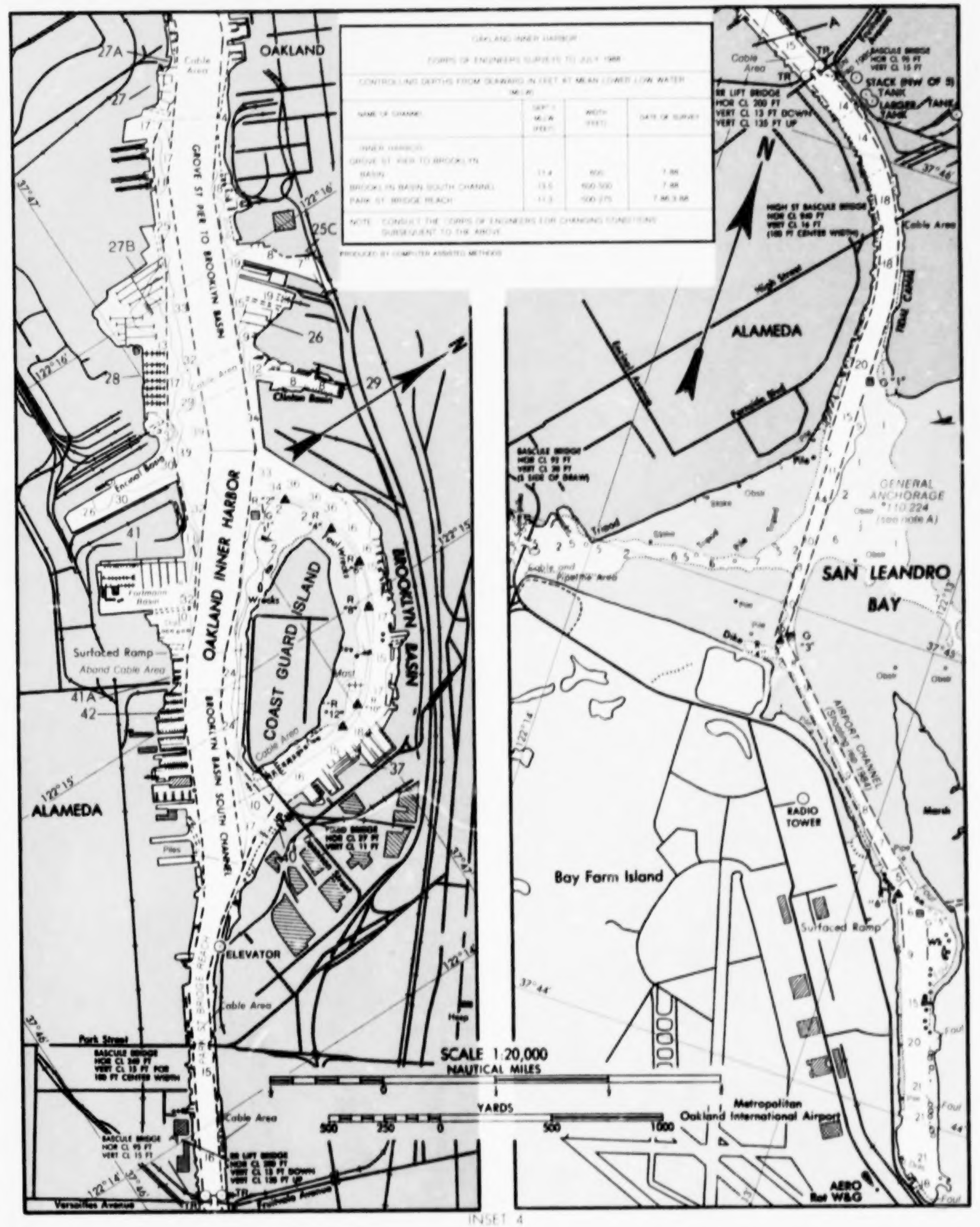
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Long Beach, California, or at the Office of the District Engineer, Corps of Engineers in San Francisco, California.

Refer to charted regulation section numbers.

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

JOINS PETALUMA RIVER EXTENSION


OAKLAND
ALAMEDA
OAKLAND INNER HARBOR
BROOKLYN BASIN
COAST GUARD ISLAND
SAN LEANDRO BAY
Bay Farm Island
GENERAL ANCHORAGE
Metropolitan Oakland International Airport
RADIO TOWER
ELEVATOR
Surfaced Ramp
Cable Area
SCALE 1:20,000
NAUTICAL MILES
YARDS

OAKLAND INNER HARBOR

CORPS OF ENGINEERS SURVEYS TO JULY 1988

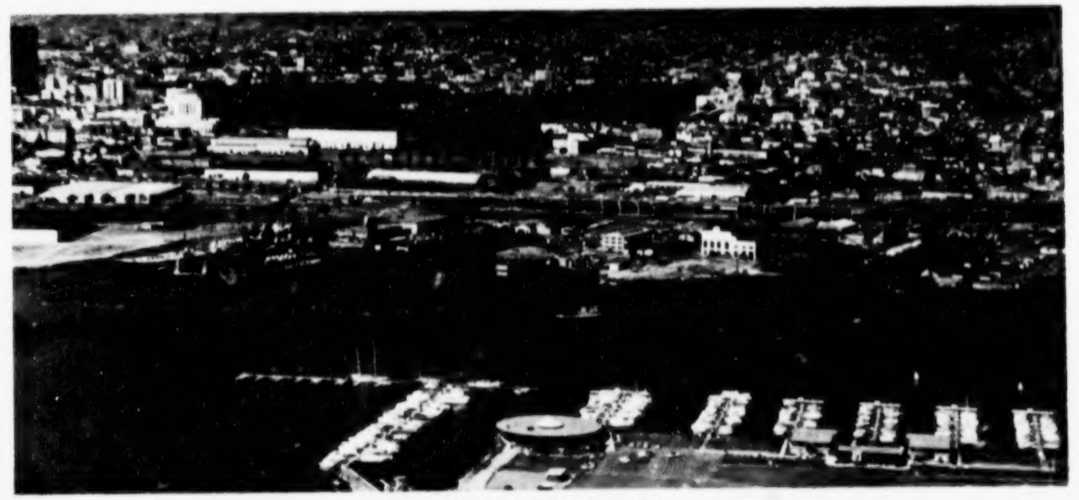
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
INNER HARBOR			
GROVE ST. PIER TO BROOKLYN BASIN	11.4	600	7-88
BROOKLYN BASIN SOUTH CHANNEL	13.5	600-500	7-88
PARK ST. BRIDGE REACH	11.3	500-275	7-86, 3-88

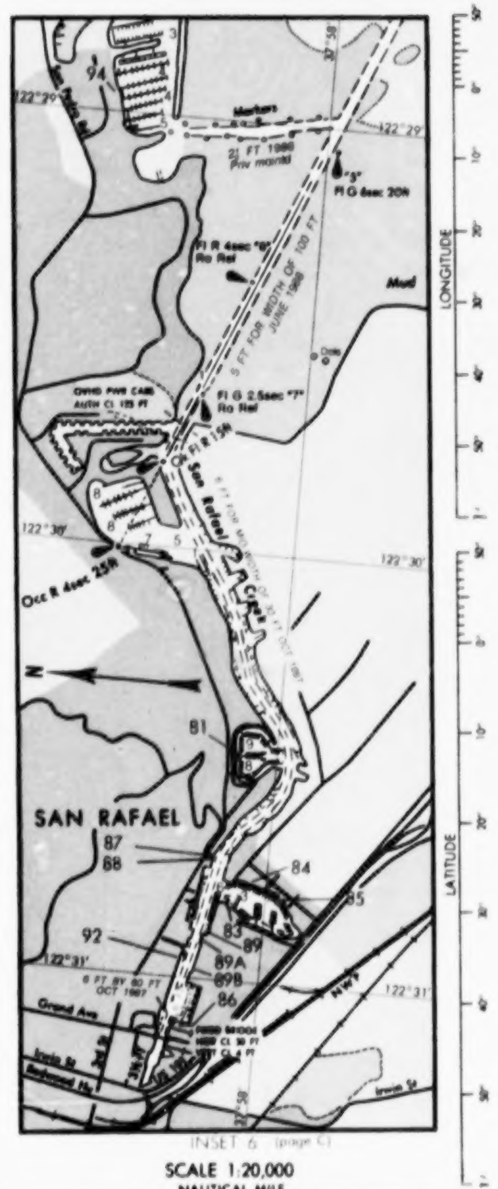
NOTE: CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE.

PRODUCED BY COMPUTER ASSISTED METHODS

INSET 4
(page A)



OAKLAND INNER HARBOR


SAN RAFAEL
San Rafael Creek
LONGITUDE
LATITUDE

INSET 6 (page C)

SCALE 1:20,000
NAUTICAL MILE
YARDS

CAUTION
CHANGES IN BUOYAGE

Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green, black and white vertically striped buoys to red and white vertically striped buoys, and lateral lights from white to red or green as appropriate. Changes to aids to navigation will be announced in the Defense Mapping Agency Hydrographic/Topographic Center weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

ALCATRAZ LIGHT

STORM SIGNALS	DAY SIGNALS	NIGHT SIGNALS
SMALL CRAFT ADVISORY Winds from 18 to 33 knots Check radio for latest marine weather forecast	▶	● ○
GALE WARNING Winds forecast from 34-47 knots	▶ ▶	○ ●
STORM WARNING Winds forecast from 48-63 knots	■	● ●
HURRICANE WARNING Winds forecast 64 knots and above	■ ■	● ○ ●

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Long Beach, California, or at the Office of the District Engineer, Corps of Engineers in San Francisco, California.

Refer to charted regulation section numbers.

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.
7. Storm warning display locations and small craft warning signals have been charted for your safety.

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels anu motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

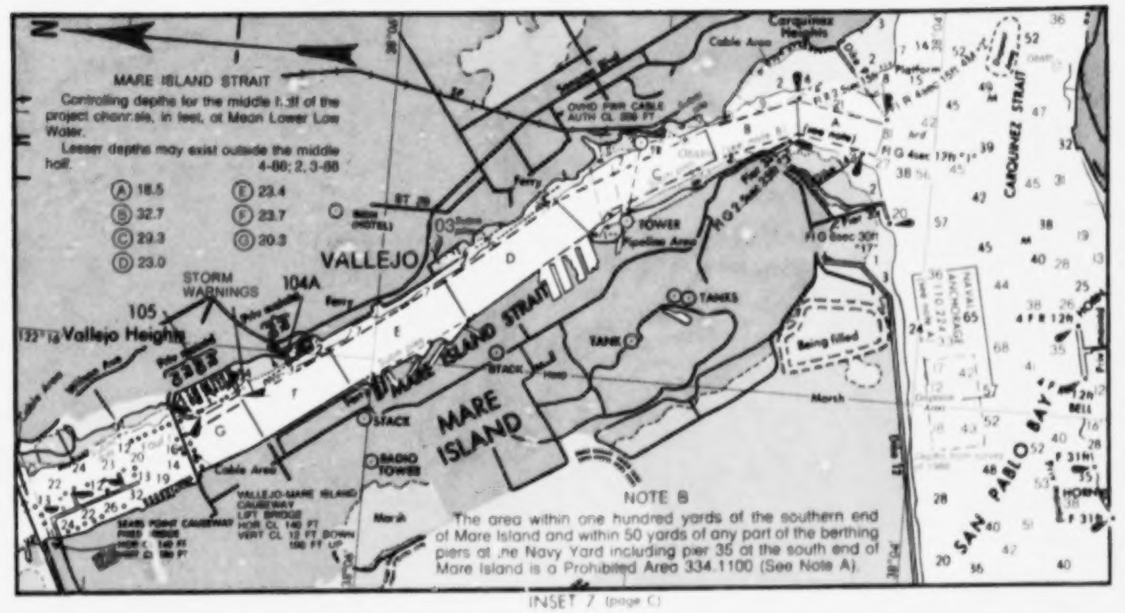
A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels, when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".


VALLEJO
Vallejo Heights
MARE ISLAND
MARE ISLAND STRAIT
STORM WARNINGS
SAN PABLO BAY
CARQUINEZ STRAIT
TANKS
RADIO TOWER
STACK

MARE ISLAND STRAIT

Controlling depths for the middle half of the project channels, in feet, at Mean Lower Low Water.

Lesser depths may exist outside the middle half.
4-88; 2, 3-88

Ⓐ 18.5
Ⓑ 32.7
Ⓒ 29.3
Ⓓ 23.0
Ⓔ 23.4
Ⓕ 23.7
Ⓖ 20.3

NOTE B

The area within one hundred yards of the southern end of Mare Island and within 50 yards of any part of the berthing piers at the Navy Yard including pier 35 at the south end of Mare Island is a Prohibited Area 334.1100 (See Note A).

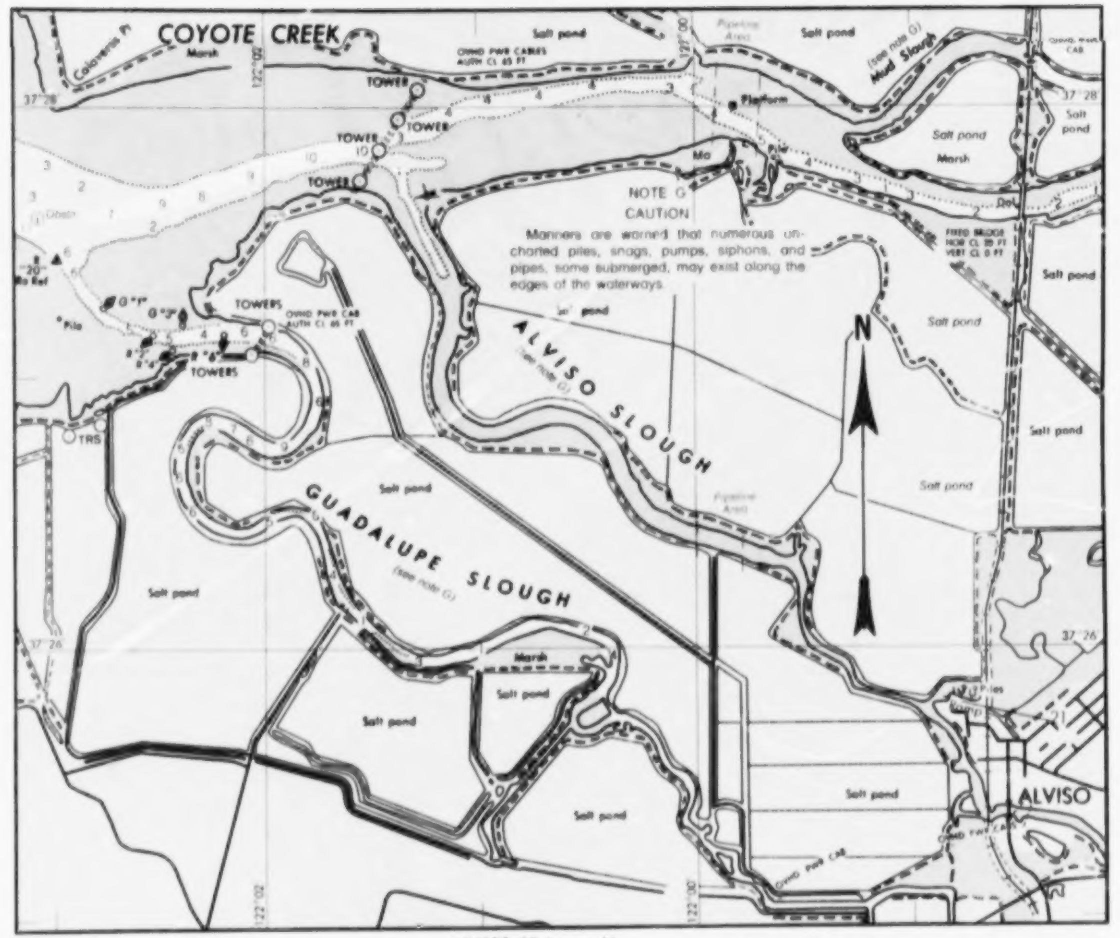
INSET 7 (page C)

SCALE 1:40,000
NAUTICAL MILES
STATUTE MILES
YARDS
LATITUDE
LONGITUDE

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.


COYOTE CREEK
ALVISO SLOUGH
GUADALUPE SLOUGH
ALVISO
TOWERS
Salt pond
Marsh

NOTE G
CAUTION

Mariners are warned that numerous uncharted piles, snags, pumps, siphons, and pipes, some submerged, may exist along the edges of the waterways.

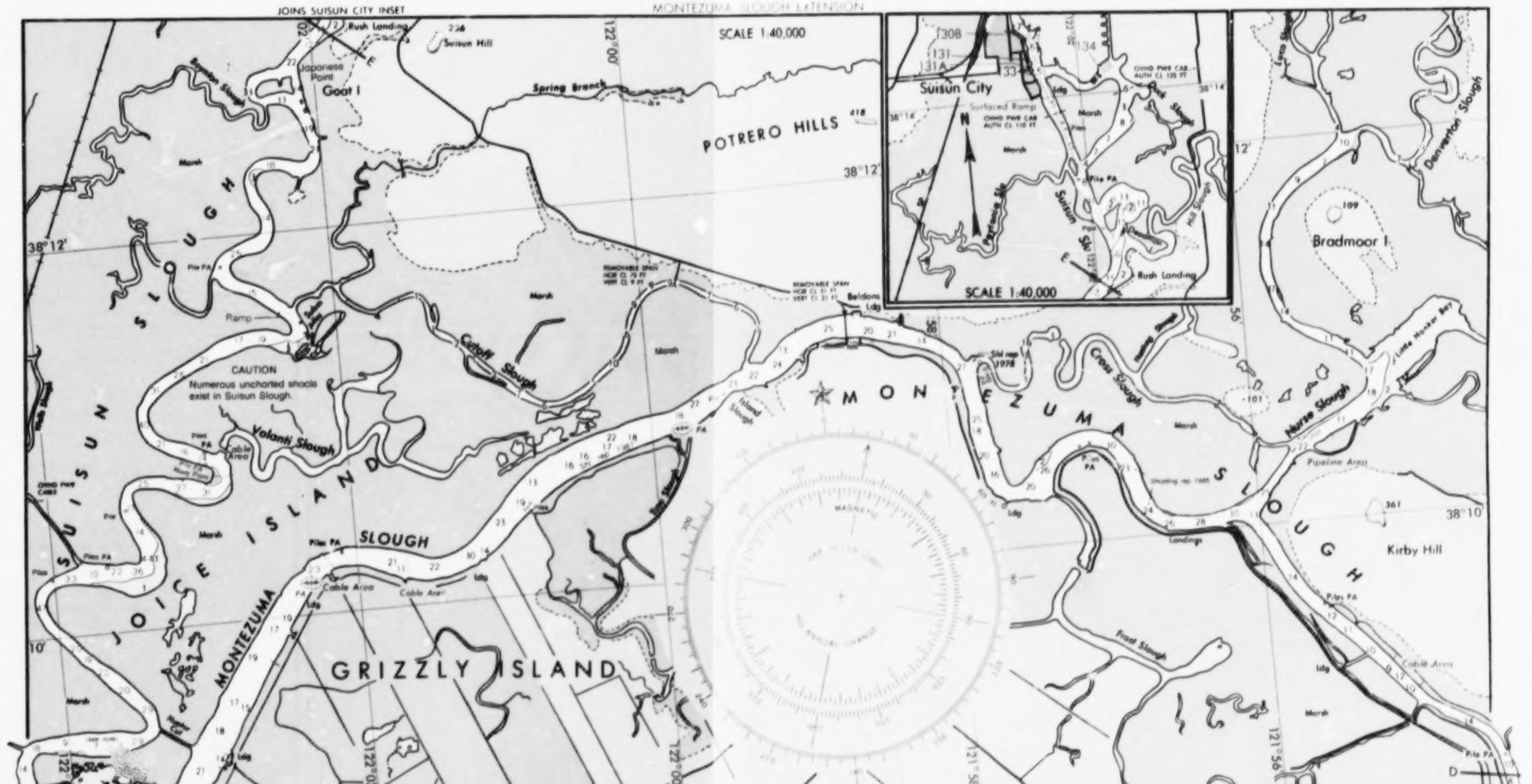
INSET 10 (page A)

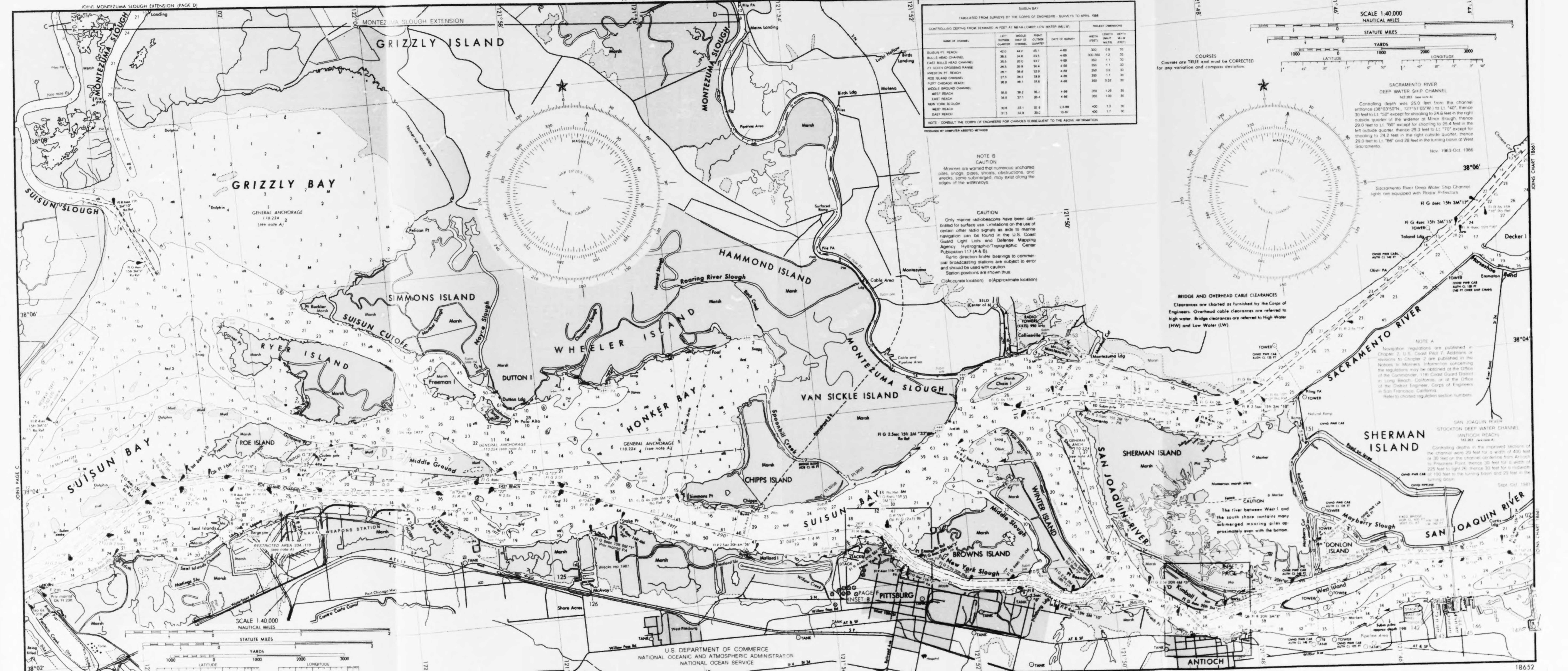
FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

JOINS SUISUN CITY INSET

MONTEZUMA SLOUGH EXTENSION


SCALE 1:40,000
Rush Landing
Suisun Hill
Spring Branch
POTRERO HILLS
SUISUN SLOUGH
JOICE ISLAND
GRIZZLY ISLAND
MONTEZUMA SLOUGH
Volanti Slough
Cutoff Slough
Goat I
Suisun City
Bradmoor I
Kirby Hill
CAUTION
Numerous uncharted shoals exist in Suisun Slough.


JOINS MONTEZUMA SLOUGH EXTENSION (PAGE D)
MONTEZUMA SLOUGH EXTENSION
GRIZZLY ISLAND
MONTEZUMA SLOUGH
GRIZZLY BAY
GENERAL ANCHORAGE 110.224 (see note A)
SUISUN SLOUGH
SIMMONS ISLAND
SUISUN CUTOFF
RYER ISLAND
WHEELER ISLAND
HAMMOND ISLAND
Roaring River Slough
DUTTON I
HONKER BAY
VAN SICKLE ISLAND
CHIPPS ISLAND
SUISUN BAY
POE ISLAND
Middle Ground
NAVAL WEAPONS STATION
RESTRICTED AREA 334.1110 (see note A)
Seal Islands
BROWNS ISLAND
New York Slough
PITTSBURG
WINTER ISLAND
SAN JOAQUIN RIVER
SHERMAN ISLAND
SACRAMENTO RIVER
DONLON ISLAND
West Island
ANTIOCH
Mayberry Slough
Collinsville
Montezuma
Birds Landing
Decker I
Horseshoe Bend
Emmaton
Port Chicago Hwy
Contra Costa Canal
Waterfront Rd
Willow Pass Rd
West Pittsburg
SCALE 1:40,000
NAUTICAL MILES
STATUTE MILES
YARDS
LATITUDE
LONGITUDE
38°08'
38°06'
38°04'
38°02'
18652

SUISUN BAY

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APRIL 1988

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT MILES)	DEPTH MLLW (FEET)
SUISUN PT. REACH	42.0	44.2	45.1	4-88	300	0.8	35
BULLS HEAD CHANNEL	36.5	34.6	33.5	4-88	300-350	1.2	35
EAST BULLS HEAD CHANNEL	35.5	35.0	33.7	4-88	350	1.1	30
PT. EDITH CROSSING RANGE	29.5	36.9	30.4	4-88	350	1.1	30
PRESTON PT. REACH	28.1	38.8	32.9	4-88	350	0.9	30
ROE ISLAND CHANNEL	27.5	34.4	33.8	4-88	350	1.1	30
PORT CHICAGO REACH	36.8	38.7	37.6	4-88	350	0.52	30
MIDDLE GROUND CHANNEL							
WEST REACH	35.5	36.2	35.2	4-88	350	1.29	30
EAST REACH	35.5	37.1	33.4	4-88	350	1.09	30
NEW YORK SLOUGH							
WEST REACH	30.8	33.1	32.8	2,3-88	400	1.3	30
EAST REACH	31.5	32.9	32.0	10-87	400	1.7	30

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PRODUCED BY COMPUTER ASSISTED METHODS

NOTE B
CAUTION

Mariners are warned that numerous uncharted piles, snags, pipes, shoals, obstructions, and wrecks, some submerged, may exist along the edges of the waterways.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping Agency Hydrographic/Topographic Center Publication 117 (A & B).

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

COURSES

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

SACRAMENTO RIVER
DEEP WATER SHIP CHANNEL

162.205 (see note A)

Controlling depth was 25.0 feet from the channel entrance (38°03'50"N., 121°51'05"W.) to Lt. "40", thence 30 feet to Lt. "52" except for shoaling to 24.8 feet in the right outside quarter of the widener at Minor Slough, thence 29.0 feet to Lt. "60" except for shoaling to 25.4 feet in the left outside quarter, thence 29.3 feet to Lt. "70" except for shoaling to 24.2 feet in the right outside quarter, thence 29.0 feet to Lt. "86" and 28 feet in the turning basin at West Sacramento.

Nov. 1963-Oct. 1986

Sacramento River Deep Water Ship Channel lights are equipped with Radar Reflectors.

BRIDGE AND OVERHEAD CABLE CLEARANCES

Clearances are charted as furnished by the Corps of Engineers. Overhead cable clearances are referred to high water. Bridge clearances are referred to High Water (HW) and Low Water (LW).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Long Beach, California, or at the Office of the District Engineer, Corps of Engineers in San Francisco, California.

Refer to charted regulation section numbers.

SAN JOAQUIN RIVER
STOCKTON DEEP WATER CHANNEL
(ANTIOCH REACH)

162.205 (see note A)

Controlling depths in the improved sections of the channel were 29 feet for a width of 400 feet or 30 feet on the channel centerline from Antioch to Prisoners Point, thence 30 feet for a width of 225 feet to light 26, thence 30 feet for a midwidth of 100 feet to the turning basin and 29 feet in the turning basin.

Sept.-Oct. 1987

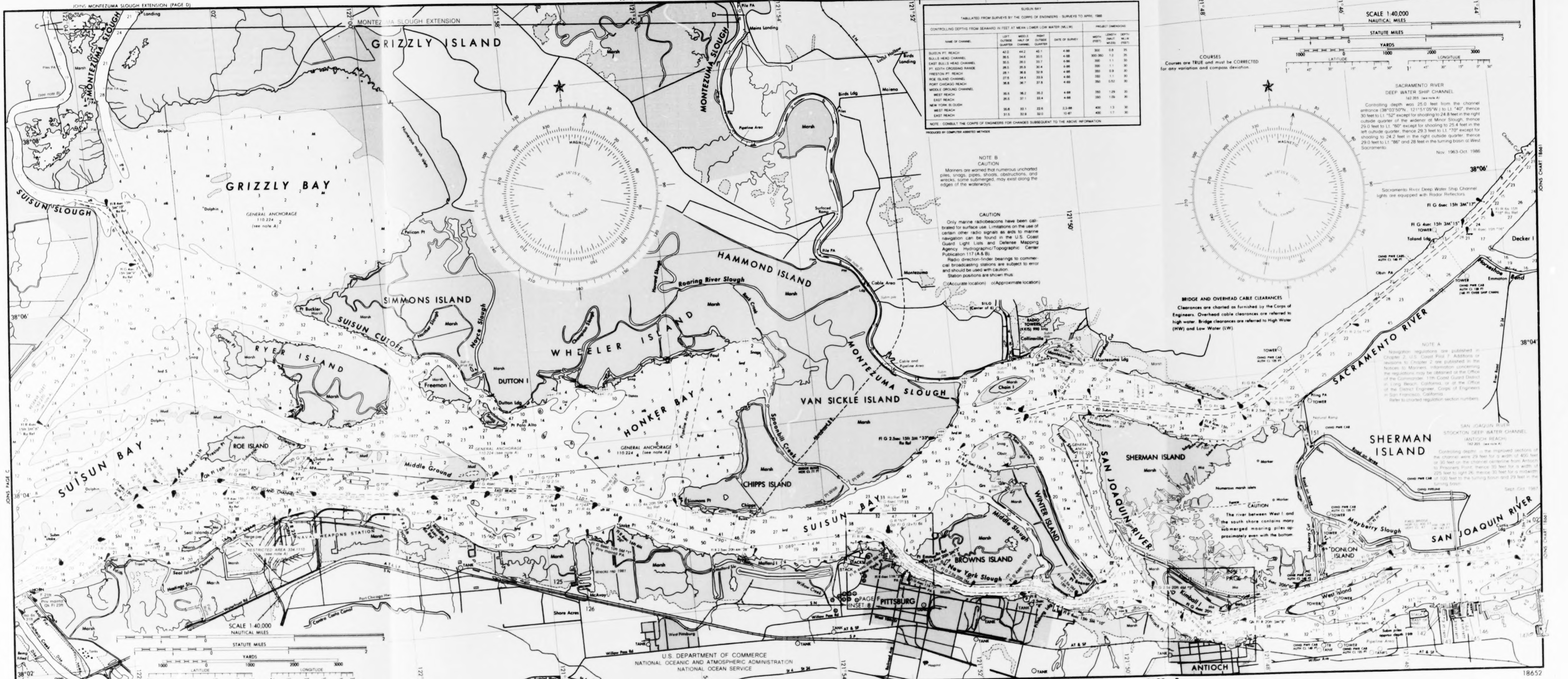
CAUTION

The river between West I. and the south shore contains many submerged mooring piles approximately even with the bottom.

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

JOINS MONTEZUMA SLOUGH EXTENSION (PAGE D)

Formerly 165-SC, 1st Edition 1961


GRIZZLY ISLAND
MONTEZUMA SLOUGH EXTENSION
MONTEZUMA SLOUGH
SUISUN SLOUGH
GRIZZLY BAY
GENERAL ANCHORAGE 110.224 (see note A)
HAMMOND ISLAND
Roaring River Slough
SIMMONS ISLAND
SUISUN CUTOFF
RYER ISLAND
WHEELER ISLAND
DUTTON I
Freeman I
HONKER BAY
VAN SICKLE ISLAND
CHIPPS ISLAND
ROE ISLAND
Middle Ground
SUISUN BAY
NAVAL WEAPONS STATION
BROWNS ISLAND
New York Slough
PITTSBURG
WINTER ISLAND
SHERMAN ISLAND
SAN JOAQUIN RIVER
SACRAMENTO RIVER
DONLON ISLAND
Mayberry Slough
West Island
ANTIOCH
Collinsville
Decker I
Horseshoe Bend
Birds Landing
Montezuma
Pt Buckler
Pelican Pt
Port Chicago Hwy
Contra Costa Canal
Shore Acres
McAvoy
West Pittsburg
Willow Pass Rd
MAGNETIC
VAR 16°15'E (1987)
NO ANNUAL CHANGE
SCALE 1:40,000
NAUTICAL MILES
STATUTE MILES
YARDS
LATITUDE
LONGITUDE
38°08'
38°06'
38°04'
38°02'
122°00'
121°58'
121°56'
121°54'
121°52'
121°50'
121°48'
121°46'
121°44'
JOINS PAGE C
JOINS CHART 18661

SUISUN BAY

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APRIL 1988

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
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PORT CHICAGO REACH	36.8	36.7	37.8	4-88	350	0.52	30
MIDDLE GROUND CHANNEL							
WEST REACH	36.5	36.2	35.2	4-88	350	1.29	30
EAST REACH	26.5	37.1	33.4	4-88	350	1.06	30
NEW YORK SLOUGH							
WEST REACH	35.8	33.1	22.6	2,3-88	400	1.3	30
EAST REACH	31.5	32.8	32.0	10-87	400	1.7	30

NOTE: CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PRODUCED BY COMPUTER ASSISTED METHODS

COURSES

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

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CAUTION

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⊙(Accurate location) o(Approximate location)

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DEEP WATER SHIP CHANNEL
162.205 (see note A)

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Nov. 1963-Oct. 1986

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Refer to charted regulation section numbers.

SAN JOAQUIN RIVER
STOCKTON DEEP WATER CHANNEL
(ANTIOCH REACH)
162.205 (see note A)

Controlling depths in the improved sections of the channel were 29 feet for a width of 400 feet or 30 feet on the channel centerline from Antioch to Prisoners Point; thence 30 feet for a width of 225 feet to light 26; thence 30 feet for a midwidth of 100 feet to the turning basin and 29 feet in the turning basin.

Sept.-Oct. 1987

CAUTION

The river between West I. and the south shore contains many submerged mooring piles approximately even with the bottom.

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

18652

TIDAL CURRENT DATA

PLACE	POSITION Lat	POSITION Long	MAXIMUM CURRENTS Flood Direction (true)	Flood Average velocity	Ebb Direction (true)	Ebb Average velocity
	° ′ N.	° ′ W.	deg	knots	deg	knots
GOLDEN GATE and APPROACHES¹						
Point Lobos, 2.5 miles west of*	37 46	122 34	80	0.9	270	1.7
South Channel	37 45	122 32	25	1.2	180	1.4
Bonita Channel, off Tennessee Cove*	37 50	122 34	110	1.1	325	0.8
Bonita Channel, off Point Bonita	37 49	122 32	115	1.3	355	0.3
Pt. Bonita–Pt. Lobos, midway between	37 48	122 31	45	2.3	225	2.6
Point Diablo, 0.2 mile SE. of	37 49	122 30	80	1.8	265	3.0
SAN FRANCISCO BAY ENTRANCE	37 49	122 29	65	2.9	245	3.4
Golden Gate Bridge, 0.8 mile east of	37 49	122 28	70	2.5	255	2.3
SAN FRANCISCO BAY, South						
Alcatraz Island, 0.2 mile west of	37 50	122 26	70	2.3	265	2.1
Alcatraz Island, south of	37 49	122 25	95	1.5	285	1.9
Alcatraz Island, 0.8 mile east of	37 50	122 24	135	1.1	315	2.1
Treasure Island, 0.8 mile west of	37 49	122 24	150	1.2	335	2.5
Treasure Island, 0.2 mile west of	37 49	122 23	170	1.3	345	1.9
Yerba Buena Island, west of	37 49	122 23	170	1.4	315	2.5
San Francisco-Oakland Bay Bridge¹	----	----	----	----	----	----
Treasure Island, 0.5 mile north of	37 50	122 22	120	1.1	305	1.8
Treasure Island, 0.5 mile east of	37 50	122 21	140	1.4	325	1.5
Yerba Buena Island, 0.3 mile south of	37 48	122 22	140	1.5	345	2.2
Oakland Outer Harbor entrance	37 48	122 21	170	1.6	335	1.7
Oakland Inner Harbor entrance	37 48	122 20	180	1.0	340	1.5
Oakland Inner Harbor channel	37 48	122 19	120	0.5	320	0.7
Oakland Harbor, Webster Street	37 48	122 16	120	0.9	300	1.0
Oakland Harbor, High Street Bridge	37 46	122 13	110	1.4	330	1.4
Rincon Point, 0.5 mile east of	37 47	122 22	180	2.0	340	2.4
Rincon Point, midbay	37 47	122 21	185	2.1	020	2.1
Mission Rock, 0.6 mile east of	37 46	122 22	160	2.5	320	2.5
Mission Rock, 1.3 miles east of	37 47	122 21	160	2.1	345	2.0
Mission Rock, 2 miles east of	37 47	122 20	140	1.7	330	2.1
Potrero Point, 2 miles east of	37 45	122 20	160	1.6	350	1.6
Point Avisadero, 0.5 mile east of	37 44	122 21	180	1.8	335	1.9
Point Avisadero, 1 mile east of	37 44	122 20	165	1.6	350	1.5
Point Avisadero, 2 miles east of	37 44	122 19	160	1.5	335	1.6
Sierra Point, 1.3 miles ENE. of	37 41	122 22	180	1.5	5	1.8
Oyster Point, 2.8 miles east of	37 40	122 19	170	1.0	345	1.2
Coyote Point, 4.4 miles east of	37 40	122 18	150	1.0	330	0.8
San Mateo Bridge	37 35	122 15	140	1.6	310	1.5
Dumbarton Bridge	37 30	122 07	140	1.6	340	1.1
Dumbarton Point, 2.2 miles SE. of	37 28	122 04	125	1.0	300	1.1
SAN FRANCISCO BAY, North						
Yellow Bluff, 0.8 mile east of	37 50	122 27	70	1.8	255	2.1
Point Cavallo, 1.3 miles east of	37 50	122 27	85	1.4	[illegible]	2.6
Alcatraz Island, 0.5 mile north of	37 50	122 25	65	1.8	280	2.4
Pt. Blunt, Angel I., 0.3 mile S. of	37 51	122 25	100	1.7	260	2.2
Pt. Blunt, Angel I., 0.8 mile SE. of	37 51	122 24	85	1.5	295	1.5
Angel Island, off Quarry Point	37 52	122 25	25	0.5	[illegible]	[illegible]
Angel Island, 0.8 mile east of	37 52	122 24	350	1.1	190	[illegible]
Angel Island, Pt. Knox, 1 mile SW. of	37 50	122 27	35	2.2	255	[illegible]
Richardson Bay entrance	37 51	122 28	75	0.9	225	[illegible]
Raccoon Strait, off Point Stuart	37 52	122 27	15	1.5	[illegible]	1.9
Raccoon Strait, off Hospital Cove	37 52	122 26	55	[illegible]	[illegible]	[illegible]
Bluff Point, 0.1 mile east of	37 53	122 26	10	1.7	145	[illegible]
Southampton Shoal Lt., 0.2 mi. E. of	37 53	122 24	[illegible]	[illegible]	[illegible]	[illegible]
Point Chauncey, 1.1 miles east of	37 54	122 25	340	[illegible]	[illegible]	[illegible]
Point Richmond, 0.5 mile west of	37 54	122 24	[illegible]	[illegible]	140	[illegible]
Red Rock, east of	37 56	122 26	[illegible]	[illegible]	[illegible]	[illegible]
Point San Quentin, 1.9 miles east of	37 57	122 26	15	[illegible]	[illegible]	[illegible]
SAN PABLO BAY						
Point San Pablo, midchannel	37 58	122 26	[illegible]	1.8	[illegible]	[illegible]
Pinole Point, 1.2 miles off	38 02	122 23	40	[illegible]	[illegible]	[illegible]
Petaluma River approach	38 04	122 25	[illegible]	[illegible]	[illegible]	[illegible]
Petaluma River entrance	38 07	122 30	[illegible]	[illegible]	[illegible]	[illegible]
Davis Point, midchannel	38 04	122 16	[illegible]	[illegible]	[illegible]	[illegible]
CARQUINEZ STRAIT						
Mare Island Strait ent., between piers	38 04	122 15	[illegible]	[illegible]	[illegible]	[illegible]
Mare Island Strait, off South Vallejo	38 06	122 15	[illegible]	1.4	[illegible]	[illegible]
Crockett	38 04	122 13	[illegible]	[illegible]	[illegible]	[illegible]
Benicia, south of	38 02	122 08	[illegible]	[illegible]	[illegible]	[illegible]
SUISUN BAY						
Roe Island, south of	38 04	122 02	[illegible]	[illegible]	[illegible]	[illegible]
Chipps Island, south of	38 03	121 55	[illegible]	[illegible]	[illegible]	[illegible]
Suisun Slough entrance	38 07	122 04	[illegible]	[illegible]	[illegible]	[illegible]
Montezuma Slough, west entrance	38 08	122 03	[illegible]	[illegible]	[illegible]	[illegible]
Between Roe Island and Ryer Island	38 04	122 03	[illegible]	[illegible]	[illegible]	[illegible]
Suisun Cutoff	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Spoonbill Creek, near bridge	38 04	121 54	[illegible]	[illegible]	[illegible]	[illegible]
Montezuma Slough, E. end, near bridge	38 05	121 53	[illegible]	[illegible]	[illegible]	[illegible]
New York Slough	38 02	121 52	[illegible]	[illegible]	[illegible]	[illegible]
SACRAMENTO RIVER†						
Entrance, 0.7 mile SW. of Chain I.	38 03	121 52	[illegible]	[illegible]	[illegible]	[illegible]
Point Sacramento, 0.3 mile NE. of	38 04	121 50	[illegible]	[illegible]	[illegible]	[illegible]
SAN JOAQUIN RIVER†						
Point Beenar, 0.8 mile north of	38 03	121 50	[illegible]	[illegible]	[illegible]	[illegible]
Antioch Point, 0.3 mile east of	38 02	121 48	[illegible]	[illegible]	[illegible]	[illegible]
West Island Light, 0.5 mile SE. of	38 01	121 46	[illegible]	[illegible]	[illegible]	[illegible]

¹ Large current eddies which cause ships to sheer off course are reported near the foundation piers of Golden Gate Bridge and San Francisco-Oakland Bay Bridge.

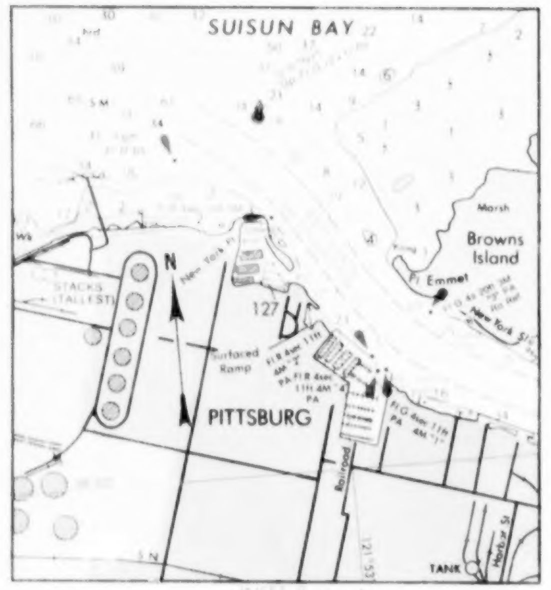
* Current is somewhat rotary, turning clockwise.

* Current is somewhat rotary, turning counterclockwise.

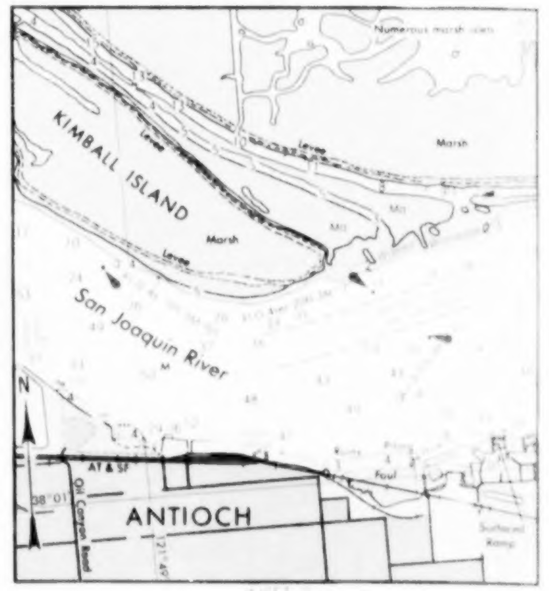
† Data do not apply during freshets.

LATITUDE

LONGITUDE



INSET B



INSET

1:20,000

NAUTICAL MILE

YARDS

500 250 0 500 1000

SAN FRANCISCO (Golden Gate), CALIF., 1989-90

Predicted times and heights of high and low water Pacific Standard Time. For Daylight Saving time, add 1 hour.
To predict local tide, apply the time difference listed in the facility tabulations to these tide predictions.

JANUARY 1989	FEBRUARY 1989	MARCH 1989	APRIL 1989	MAY 1989	JUNE 1989	JULY 1989	AUGUST 1989
Day Time h.m. Ht. ft.	Day Time h.m. Ht. ft.	Day Time h.m. Ht. ft.	Day Time h.m. Ht. ft.	Day Time h.m. Ht. ft.	Day Time h.m. Ht. ft.	Day Time h.m. Ht. ft.	Day Time h.m. Ht. ft.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

SEPTEMBER 1989	OCTOBER 1989	NOVEMBER 1989	DECEMBER 1989	JANUARY 1990	FEBRUARY 1990	MARCH 1990	APRIL 1990
Day Time h.m. Ht. ft.	Day Time h.m. Ht. ft.	Day Time h.m. Ht. ft.	Day Time h.m. Ht. ft.	Day Time h.m. Ht. ft.	Day Time h.m. Ht. ft.	Day Time h.m. Ht. ft.	Day Time h.m. Ht. ft.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Time meridian 120° W. 0000 is midnight. 1200 is noon.
Heights are referred to mean lower low water which is the chart datum of soundings.

SYMBOLS AND ABBREVIATIONS

For complete list of Symbols and Abbreviations see Chart No. 1

Navigation aids

- Light (On fixed structure)
- ◯ Landmark
- ◎ R Bn radiobeacon
- DFS distance finding station
- △ Bn daybeacon
- AERO aeronautical
- Unlighted buoy (C can, N nun, S spar, Bell, Gong, Horn, Whistle)
- Danger or junction buoy
- Mid-channel buoy
- Fish trap buoy
- Lighted buoy
- Anchorage buoy
- Mooring buoy

Light characteristics (Lights are white unless otherwise indicated.)

F fixed	I Qk interrupted quick	G green	M nautical miles
Fl flashing	E Int equal interval	R red	DIA diaphone
Gp group	Occ occulting	m minutes	WHIS whistle
Alt alternating	Mo (A) morse code	sec seconds	OBSC obscured
Qk quick	Rot rotating	ft feet	SEC sector

Bottom characteristics

Cl clay	M mud	Oys oyster	stk sticky	gn green
Co coral	Rk rock	hrd hard	bk black	gy gray
G gravel	S sand	rky rocky	br brown	wh white
Grs grass	Sh shells	sft soft	bu blue	yl yellow

Dangers

- Sunken wreck
- Visible wreck
- + + + Rocks
- 21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated
- (2) Rocks that cover and uncover, with heights in feet above datum of soundings

AUTH authorized Obstr obstruction P A position approximate E D existence doubtful

DETERMINATION OF WIND SPEED FROM SEA CONDITION

Wind Speed (knots)	Wind Description	Sea Conditions	Wind Force (Beaufort)	Probable Wave Height (feet)
0-1	Calm	Sea smooth and mirror like.	0	-
1-3	Light air	Scale-like ripples without foam crests.	1	¼
4-6	Light breeze	Small, short wavelets; crests have a glassy appearance and do not break.	2	½
7-10	Gentle breeze	Large wavelets; some crests begin to break; foam of glassy appearance. Occasional white foam crests.	3	2
11-16	Moderate breeze	Small waves, becoming longer; fairly frequent white foam crests.	4	4
17-21	Fresh breeze	Moderate waves, taking a more pronounced long form; many white foam crests; there may be some spray.	5	6
22-27	Strong breeze	Large waves begin to form; white foam crests are more extensive everywhere; there may be some spray.	6	10
28-33	Near gale	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind; spindrift begins.	7	14
34-40	Gale	Moderately high waves of greater length; edges of crests break into spindrift; foam is blown in well-marked streaks along the direction of the wind.	8	18

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Director, Charting and Geodetic Services (N/CG2), National Ocean Service, NOAA, Rockville, Maryland 20852.

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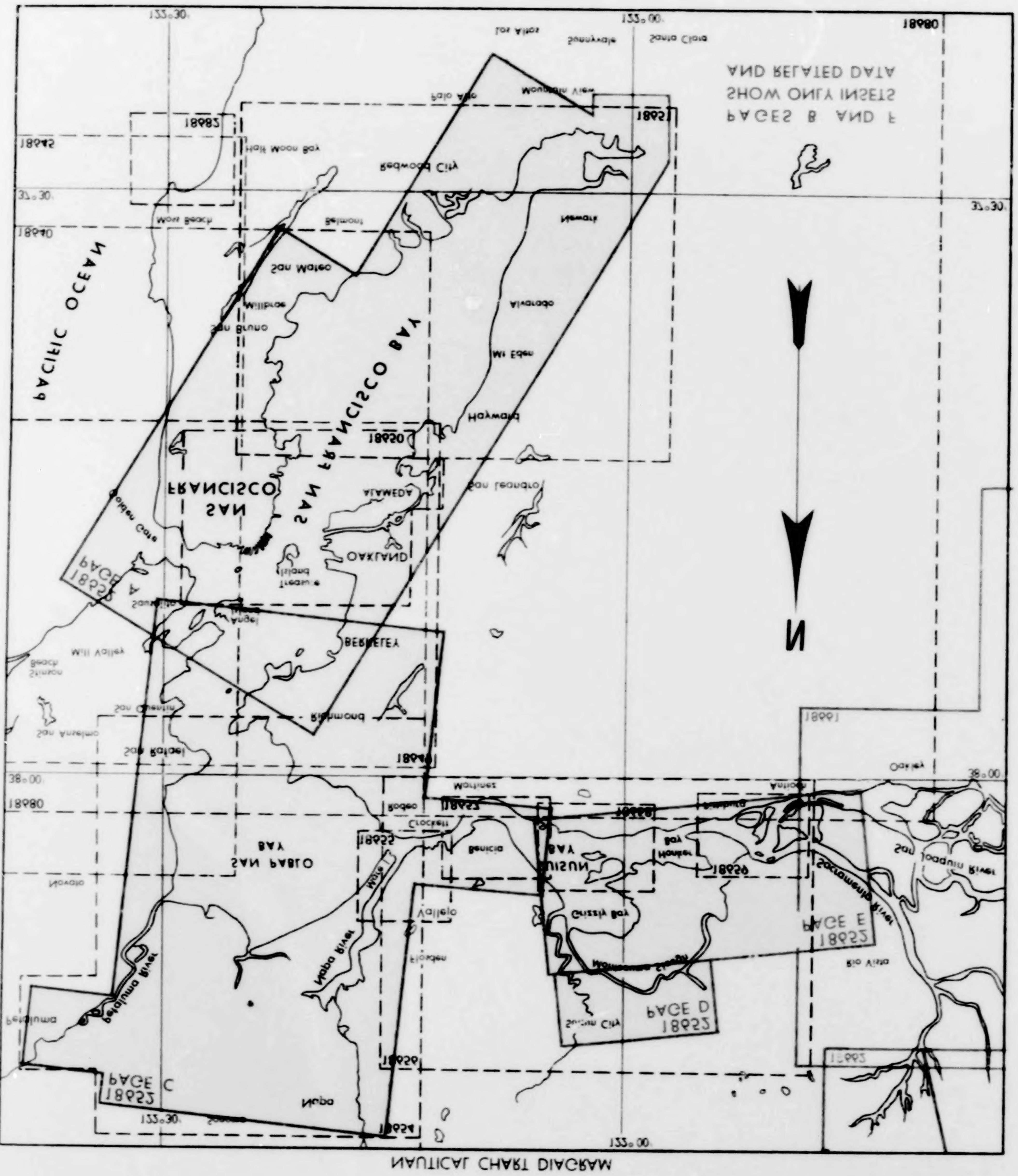
NAUTICAL CHART DIAGRAM


PAGES B AND F
SHOW ONLY INSETS
AND RELATED DATA
PACIFIC OCEAN
SAN FRANCISCO BAY
SAN FRANCISCO
OAKLAND
ALAMEDA
BERKELEY
SAN PABLO BAY
SUISUN BAY
18652 PAGE A
18652 PAGE C
18652 PAGE D
18652 PAGE E
18680
18645
18682
18640
18651
18650
18649
18654
18655
18656
18657
18659
18661
18662
18660
18653
37°30'
38°00'
122°30'
122°00'
N
Los Altos
Sunnyvale
Santa Clara
Palo Alto
Mountain View
Redwood City
Half Moon Bay
Belmont
Moss Beach
Newark
San Mateo
Millbrae
San Bruno
Alvarado
Mt Eden
Hayward
San Leandro
Golden Gate
Treasure Island
Angel Island
Sausalito
Mill Valley
Stinson Beach
San Quentin
Richmond
San Anselmo
San Rafael
Novato
Petaluma
Petaluma River
Napa River
Napa
Sonoma
Vallejo
Benicia
Crockett
Rodeo
Martinez
Grizzly Bay
Honker Bay
Pittsburg
Antioch
Oakley
Suisun City
Fairfield
San Joaquin River
Sacramento River
Rio Vista

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27622, 919-821-0281.

USCGAUX - 11th Coast Guard District, Union Bank Building, 400 Oceangate Blvd., Long Beach, CA 90822-5399, Tel. 213-499-5410 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001